

The China Mail.

Established February, 1845.

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號四月七年七十八百八千一英

HONGKONG, MONDAY, JULY 4, 1887.

日四十月五年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Old Bailey Lane, Lombard Street, E. G. GEORGE & Co., 30, Cornhill. GORDON & GORON, 10, Leadenhall Street, E.C. HENRY & Co., 37, Whitehall, E.C. SAMUEL DENNIS & Co., 150 & 151, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C.
PARIS AND EUROPE.—AMERIN PRINCE & Co., 30, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row.
SAN FRANCISCO and American Ports generally.—BEAN & BLANK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORON, Melbourne and Sydney.
CEYLON.—W. M. SMITH & Co., THE APOTHECARIES Co., Colombo.
SINGAPORE, STRAITS, &c.—SAYRE & Co., Singapore. C. HENNINGSEN & Co., Malacca.
CHINA.—MACDONALD & Co., Canton. CHONG, CHONG & Co., Amoy. N. MOORE, Puchow. HEDGE & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WALKER, Yokohama, Hankow, Canton & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, £7,500,000
Reserve Fund, £4,500,000
Reserve Liability of Prop., £7,500,000

COURT OF DIRECTORS.
Chairman—M. GOSCH, Esq.
Deputy Chairmen—D. ROYDEN, Esq.
Hon. J. BEL INING, Esq. H. M. HUNTING, Esq.
Hon. J. DAREY, Esq. H. M. HUNTING, Esq.
Hon. L. DALRYMPLE, Esq. H. M. HUNTING, Esq.
Hon. J. DAREY, Esq. H. M. HUNTING, Esq.
Hon. J. DAREY, Esq. H. M. HUNTING, Esq.

CHIEF MANAGER.
HONGKONG.—THOMAS JACKSON, Esq.
Acting Chief Manager—JOHN WALTER, Esq.
SHANGHAI.—JOHN WALTER, Esq.
LONDON BANKERS.—LONDON AND COUNTY BANK.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

LOCAL BRANCH DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
JOHN WALTER, Acting Chief Manager.
Hongkong, May 2, 1887. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked On Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER, Acting Chief Manager.
Hongkong, June 7, 1887. 754

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.
THE Undersigned having been appointed Agents for the above Corporation are prepared to grant insurances as follows:—
Marine Department.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.
Fire Department.
Policies issued for long or short periods at current rates.
Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.
HOLIDAY, WISE & Co.
Hongkong, July 5, 1887. 486

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.
GILMAN & Co.
Hongkong, January 1, 1887. 14

Intimations.

MASONIC CLUB LIMITED.

APPLICATIONS for the Appointment of SECRETARY to the above Club are invited; to be addressed to the CHAIRMAN of the Board of Directors, No. 7, Queen's Road Central.
Hongkong, June 23, 1887. 1187

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR WONG TAI-FONG, Surgeon Dentist, (FORMERLY APPOINTED APRENTICE AND LATER ASSISTANT TO DR. ROGERS.)
At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.
No. 2, DUDDELL STREET.
CONSULTATION FREE.
Discount to missionaries and families.
Sole address
2, DUDDELL STREET, (Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 66

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FORMERS should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE THE PRAYA CENTRAL, will receive prompt attention.
In the event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES, Secretary.
Hongkong, August 25, 1885. 1488

CHAS. J. GAUFF & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' CELEBRATED BINOCULARS and TELESCOPES. RICHARDS' LOGS and other COMPASSES. ADMIRALTY & TRIMAR CHARTS. NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE. CHRISTIE & Co.'s ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY, in great variety.

DIAMONDS AND DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 719

NOTICE.

NEITHER the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS Contracted by the CAPTAIN, OFFICERS or CREW of the American Barque Southern Chief during her stay in Hongkong Harbour.

ARNHOLD, KARBURG & Co., Agents.

Hongkong, June 10, 1887. 1097

TENDERS are Required for BUILDING CONDENSER, 1200 feet FLUERS and a CHIMNEY 60 feet high at Tai Yu Shan, for THE TAM CHOW & TAI YU SHAN MINING COMPANY.

Full Particulars, Plans and Specifications on application at ON TAI INSURANCE OFFICE. Tenders will be Received up to Noon on the 10th JULY.

HONGKONG, June 23, 1887. 1188

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

Office, No. 5, QUEEN'S ROAD.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.

PRICE, \$30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGKONG and CHINA GAS COMPANY, LIMITED:—
"I have herewith much pleasure in testifying to the quality of the FIRE BRICKS made by you at your works."
"In appearance the brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick."
"After a very severe test I have no hesitation in saying that the brick is admirably suited to resist any degree of heat that may be likely to undergo and for all purposes that Fire Bricks are used for."
"I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Brick I have been using."
G. E. O. SMITH, Agent in Hongkong.
Messrs. NORTON & Co., MARINE HOUSE, Queen's Road.
Hongkong, July 1, 1887. 1247

NOTICE.

THE Undersigned are SOLE AGENTS for Hongkong and Whampoa for the Sale of THE MONTERRAT LIME JUICE, AND THE MONTERRAT LIME JUICE CORDIALS.
A. S. WATSON & Co., Ltd.
Hongkong, May 3, 1887. 684

FOR SALE.

THE DUTCH STEAMER BATAJAN.

80 TONS REGISTER, classed 100 A 1 in LONDON, and Built in 1882.
For further Particulars, apply to ARNHOLD, KARBURG & Co., Agents.
Hongkong, June 28, 1887. 1227

FOR SALE.

JULES MUM & Co.'s CHAMPAGNE.

Quarts.....\$20 per Case of 1 doz.
Pints.....\$21 " " 2 " "
Dobos Freres & de Geron & Co.'s BORDEAUX CLARETS and WHITE WINES.
Baxter's Celebrated 'Barley Broe'.
WHISKY, \$74 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

TO BE LET.

'BISNEE VILLA'—POKFULUM.

'BEACONSFIELD' lately occupied by the HONGKONG and SHANGHAI BANKING CORPORATION. Possession from the first of July, when the Repairs will be completed.
Apply to BEILLOS & Co., or SHARP & Co., Estate Agents.
Hongkong, June 4, 1887. 1060

FOR SALE.

THE DESIRABLE RESIDENCE 'GREEN MOUNT.'

Situated on the BOKHAY ROAD.
Apply to GILMAN & Co.
Hongkong, March 17, 1887. 488

TO LET.

ROOMS in 'COLLIER CHAMBERS.'

Apply to DAVID SASSOON, SONS & Co.
Hongkong, May 25, 1887. 504

TO BE LET.

A VERY COMFORTABLE FURNISHED HOUSE, Commanding extensive Sea View, and very Cool in Summer.

Apply to CARLOWITZ & Co., Agents.
Hongkong, June 28, 1887. 1221

Business Notices.

LANE, CRAWFORD & Co.

JUST RECEIVED.

CHRISTY'S

STRAW HATS

FITTED WITH

LANE, CRAWFORD & Co.'S

VENTILATED PERSPIRATION-PROOF BANDS.

LANE, CRAWFORD & Co.

Hongkong, June 25, 1887. 1211

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL. The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.
Messrs. DORABJEE & HING KEE, Proprietors.
Hongkong, September 16, 1885. 1612

STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL is CENTRALLY SITUATED and WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES. GOOD ACCOMMODATION FOR VISITORS. CHARGES MODERATE. Tiffin at 1 o'clock. DINNER at 7.30. WELL VENTILATED BILLIARD ROOM. Tiffin 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS and MALT LIQUORS of the VERY BEST QUALITY ONLY.
Hongkong, April 1, 1887. 607

W. POWELL & Co.

NEW GOODS.

LADIES' MACINTOSH COATS and MANTLES. UMBRELLAS and PARASOLS. FINEST EDGE RIBBONS, all Colours. TUSSORE STRIPE DRESS MATERIALS. (CHEAP and VERY EFFECTIVE.) NEW MILLINERY TRIMMINGS. BLACK BEADED TABLIERS and DRESS TRIMMINGS. Five o'clock FEA CLOTHS. TIFIN CLOTHS. NEW FANCY WORK.
VICTORIA EXCHANGE, June 30, 1887. (TELEPHONE 21). 1238

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

EX LATE ARRIVALS.

OUR SPRING STOCK OF

GENTLEMEN'S SHIRTS and COLLARS, UNDERVESTS, PANTS and HALF-HOSE, BOOTS and SHOES, CHRISTY'S FELT, TERAI and STRAW HATS, UMBRELLAS, HANDKERCHIEFS, &c.
Hongkong, April 6, 1887. 644

For Sale.

FOR SALE.
THE DUTCH STEAMER BATAJAN.
80 TONS REGISTER, classed 100 A 1 in LONDON, and Built in 1882.
For further Particulars, apply to ARNHOLD, KARBURG & Co., Agents.
Hongkong, June 28, 1887. 1227

FOR SALE.

FOR SALE.
JULES MUM & Co.'s CHAMPAGNE.
Quarts.....\$20 per Case of 1 doz.
Pints.....\$21 " " 2 " "
Dobos Freres & de Geron & Co.'s BORDEAUX CLARETS and WHITE WINES.
Baxter's Celebrated 'Barley Broe'.
WHISKY, \$74 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

TO BE LET.

'BISNEE VILLA'—POKFULUM.
'BEACONSFIELD' lately occupied by the HONGKONG and SHANGHAI BANKING CORPORATION. Possession from the first of July, when the Repairs will be completed.
Apply to BEILLOS & Co., or SHARP & Co., Estate Agents.
Hongkong, June 4, 1887. 1060

To Let.

TO BE LET.

THE OFFICE in BANK BUILDINGS lately occupied by Mr. STEPHENS, Solicitor, with or without COMPANION'S ROOM. Immediate Possession.
Apply to THOMAS HOWARD & Co., 18, Bank Buildings.
Hongkong, July 2, 1887. 1250

TO LET.

(With Early Possession.)
THE DESIRABLE RESIDENCE 'GREEN MOUNT'.
SITUATED on the BOKHAY ROAD.
Apply to GILMAN & Co.
Hongkong, March 17, 1887. 488

TO LET.

ROOMS in 'COLLIER CHAMBERS'.
Apply to DAVID SASSOON, SONS & Co.
Hongkong, May 25, 1887. 504

TO BE LET.

A VERY COMFORTABLE FURNISHED HOUSE, Commanding extensive Sea View, and very Cool in Summer.
Apply to CARLOWITZ & Co., Agents.
Hongkong, June 28, 1887. 1221

Notices of Firms.

CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

4, CLUB CHAMBERS, Hongkong.
THIS is to give Notice that I, the Undersigned, have taken CHARGE of the BUSINESS of the above Company, having been appointed their AGENT in Hongkong.
HAROLD DOWSON.
Hongkong, July 1, 1887. 1246

NOTICE.

HAVING Transferred my AGENCY to Messrs. NORTON & Co., Mr. ALEXANDER LEVY will CEASE to Act for me from this date.
GEO. SMITH.
Hongkong, July 1, 1887. 1242

NOTICE is hereby given that the BUSINESS of GENERAL STORE-KEEPERS and COMMISSION AGENTS previously carried on at Fookchow, in the Empire of China, under the Firm or Name of HOK LEE HONG & Co., by HOK LEE HONG and TAN KEE SING in Co-partnership, was DISSOLVED on the 6th day of January, 1887, and the Responsibility of the said TAN KEE SING for any DEBT or LIABILITY incurred by the said Firm or Company terminated on the 6th day of January, 1887.
HOK LEE & Co., Fookchow.
Singapore, 17th May, 1887.

WITH Reference to the above, I, TONG AH HOK, of Fookchow, beg to notify the Public that the BUSINESS of the HOK LEE HONG & Co. as GENERAL STORE-KEEPERS and COMMISSION AGENTS, is now being carried on at Fookchow, Singapore, by TAM KIM CHING, of Singapore, Merchant, and myself under the Style of HOK LEE HONG & Co., and that I hold a Power of Attorney from the said TAN KEE SING as his Agent individually and also as a PARTNER in the said Firm, to transact all matters connected with the Business of the Firm at Fookchow.

TONG AH HOK.
Hongkong, June 1, 1887. 1047

NOTICE.

THE AGENCY at this Port of Messrs. CALDERBEEK MACGREGOR & Co., Shanghai, has this Day been Transferred to Mr. ALEXANDER LEVY.
E. JONES HUGHES.
Hongkong, June 30, 1887. 1240

NOTICE.

WE Have this Day OPENED a BRANCH of our Firm at HANKOW. ARNHOLD, KARBURG & Co.
Hongkong, July 1, 1887. 1244

Shipping.

Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY, MELBOURNE AND ADELAIDE, VIA FOOCHEW.
(Calling at PORT DARWIN, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)
The Steamship Adie, Captain ELIAS, will be despatched for the above Ports on WEDNESDAY, the 6th July, at Daylight.
For Freight or Passage, apply to RUSSELL & Co., Agents.
Hongkong, June 20, 1887. 1232

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co's Steamship Deception, Captain ASHLEY, will be despatched as above on THURSDAY, the 7th July.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, June 20, 1887. 1231

NAVIGAZIONE GENERALE ITALIANA (FLORENCE & RUBATINO UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG & BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA.
Also to MARSEILLES, all MEDITERRANEAN, ADRIATIC, LIGURIAN, and SOUTH AMERICAN PORTS, up to OCEANO. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BAGDAD.
The Co's Steamship Biagna, Captain ARRUSSO, will be despatched as above on the 7th July.
The Steamer has splendid Accommodation for Passengers and carries a Doctor and Stewards.
For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.
Hongkong, June 28, 1887. 1221

Shipping.

Steamers.

STEAM TO BOMBAY VIA STRAITS.
The P. & O. S. N. Co.'s Steamship Zambesi, will leave for the above places on THURSDAY, the 7th July, at 4 p.m.
E. L. WOODIN, Acting Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, June 23, 1887. 1228

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHOW, TIENTSIN, HANKOW and Ports on the YANGTZE.)
The Co's Steamship Achilles, Captain ANDERSON, will be despatched as above on THURSDAY, the 7th July.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, June 30, 1887. 1237

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
The Co's Steamship Volga, Commandant BELLAZZA, will be despatched for SHANGHAI shortly after her arrival from Europe.
G. DE CHAMPEAUX, Agent.
Hongkong, June 27, 1887. 1217

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
The Co's Steamship Volga, Commandant BELLAZZA, will be despatched for SHANGHAI shortly after her arrival from Europe.
G. DE CHAMPEAUX, Agent.
Hongkong, June 27, 1887. 1218

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
The Co's Steamship Volga, Commandant BELLAZZA, will be despatched for SHANGHAI shortly after her arrival from Europe.
G. DE CHAMPEAUX, Agent.
Hongkong, June 27, 1887. 1219

Shipping.

Sailing Vessels.

FOR SANDAKAN.
The British Barque Billy Simpson, Captain BROWN, will be despatched as above on WEDNESDAY NEXT, the 6th Proximo, at Daylight.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, June 20, 1887. 1230

FOR SAN FRANCISCO.
The 3/3 L.L.I. American Ship Great Admiral, Captain BROWN, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, June 20, 1887. 1163

FOR NEW YORK.
The 3/3 L.L.I. British Barque Captain BROWN, will load here for the above Port, and will have quick despatch.
For Freight, apply to SLEMSSEN & Co.
Hongkong, May 31, 1887. 1043

FOR HONOLULU.
The 3/3 L.L.I. American Barque Mount Lebanon, Captain NELSON, will load here for the above Port, and will have quick despatch.
For Freight, apply to GONSALVES & Co.
Hongkong, June 22, 1887. 1189

FOR SAN FRANCISCO.
The 4/1 British Barque E. J. Spence, Captain GILL, will load here for the above Port, and will have quick despatch.
For Freight, apply to GONSALVES & Co.
Hongkong, June 22, 1887. 1188

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG AND SINGAPORE.
THE Steamship Leije, Captain O. MANA, having arrived from the above Ports, Consignees of Goods are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.
Optional Cargo will be forwarded on to SHANGHAI, unless notice to the contrary be given before Noon To-day and 2nd Instant.
All Claims against the Steamer must be presented to the Undersigned on or before the 9th Instant, or they will not be recognised.
RUSSELL & Co., Agents.
Hongkong, July 2, 1887. 1233

CANADIAN PACIFIC STEAMSHIP LINE.
NOTICE TO CONSIGNEES.
S.S. BATAVIA, FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.
CONSIGNEES of Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods from alongside the Steamer.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense. All Claims against the Steamer must be sent in immediately.
ADAMSON, BELL & Co., Agents.
Hongkong, June 23, 1887. 1222

COMPAGNIE DES MESSEAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods from alongside the Steamer.
No Fire Insurance has been effected.
Ex Indus and Andrie.
S

Insurance.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Underwriters are prepared to accept Risks on First Class Goods at 1/2 per cent. not premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1887. 938

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underwriters are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or for any other information, apply to

ARNHOLD, KARRER & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

To-day's Advertisements.

FOR SHANGHAI.

The Steamship *Ningpo*, Captain F. SCHULZ, will be despatched for the above Port TO-MORROW, the 5th Inst., at 4 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, July 4, 1887. 1258

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Formosa*, Captain HARRIS, will be despatched for the above Ports on WEDNESDAY, the 6th Inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LARPAK & Co.,

General Managers.

Hongkong, July 4, 1887. 1260

FOR SWATOW, SINGAPORE AND BANGKOK.

THE SCOTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamship *China*, Captain P. W. LARSEN, will be despatched for the above Ports on WEDNESDAY, the 6th Inst., at Noon.

For Freight or Passage, apply to

YUEN FAT HONG, Agents.

Hongkong, July 4, 1887. 1261

FOR BANGKOK (DIRECT).

THE SCOTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamship *Kong Kong*, Captain P. W. LARSEN, will be despatched for the above Port on THURSDAY, the 7th Inst., at 10 a.m.

For Freight or Passage, apply to

YUEN FAT HONG, Agents.

Hongkong, July 4, 1887. 1262

INDO-CHINA STRAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHANG, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *Canton*, Captain DEXTER, will be despatched for the above Port on THURSDAY, the 7th Inst., at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, July 4, 1887. 1259

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, VENICE, TRIESTE, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *Malwa*, Captain G. W. ATKINSON, with Her Majesty's Mail, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, 14th July, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Particulars (Gold) at the Office until Noon on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 4, 1887. 1263

To-day's Advertisements.

WANTED.

A STEWARDESS for the Canadian Pacific Steamship *Butavia*.

Apply to

ADAMSON, BELL & Co., Agents.

Hongkong, July 4, 1887. 1264

NOTICE TO MARINERS.

No. 7 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

INTENDED WITHDRAWAL OF TEMPORARY LIGHTSHIP "CHUNG-TAI."

NOTICE is hereby given that the TEMPORARY LIGHTSHIP "CHUNG-TAI," now marking the wreck of the Chinese transport *Wan-Nien-King*, 1742 Notice to Mariners No. 5 (Special) dated 2nd February, 1887, will be WITHDRAWN as soon as all portions of the wreck that project above the present level of the bed of the river in its vicinity, have been removed; which work it is expected, will shortly be completed.

A. M. BISBEE, Coast Inspector.

Imperial Maritime Customs, Shanghai, 29th June, 1887. 1267

SHIPPING.

ARRIVALS.

July 3, 1887.—*Canton*, British steamer, 1,111, J. Bremner, Shanghai June 29, and Swatow July 2, General.—JARDINE, MATHESON & Co.

Formosa, British steamer, 1,387, G. Healey, Saigon June 29, and Swatow July 2, General.—JARDINE, MATHESON & Co.

Don Juan, Spanish steamer, 654, J. M. Marquez, Manila June 30, General.—LARANCA & Co.

Narcissus, British ship, 1,270, Archibald Duncan, Yokohama June 30, General.—ORDER.

Oxfordshire, British steamer, 908, C. P. Jones, Higo July 25, General.—RUSSELL & Co.

Marcia, British steamer, 1,060, A. Macintosh, Nagasaki June 27, Coal.—LAKSMA COLEMAN & Co.

Fortigen, British steamer, 876, J. Brown, Saigon June 29, General.—ARNOLD, KARRER & Co.

July 4.—*Emerald*, British steamer, 393, G. A. Taylor, Manila July 1, General.—RUSSELL & Co.

Vela, German steamer, 636, M. Kullman, Newchwang June 28, Boats.—EDWARD SCHILLHANS & Co.

Formosa, British steamer, 674, H. Harris, Tamsui June 30, and Amoy July 2, General.—DOUGLAS STEAMSHIP CO.

Volga, French steamer, 1,160, B. Riviere, Canton, July 4, 1887.

Vessels Advertiser as Loading.

Destination.

Vessel.

Captain.

Agents.

Date of Leaving.

Bangkok, via Straits, *Kong Kong* (s), F. W. Phillips, Yuen Fat Hong, July 7, at 10 a.m.

Bombay, via Straits, *Zumbesi* (s), P. & O. S. N. Co., July 7, at 4 p.m.

Bremen, and Ports of Call, *Braunschweig* (s), Norddeutscher Lloyd, July 7, at 4 p.m.

Hongkong, via Straits, *Volga* (s), Messageries Maritimes, Quick dispatch.

London, via Suez Canal, *Denatation* (s), Butterfield & Swire, July 7, at 4 p.m.

London, via Suez Canal, *Malwa* (s), P. & O. S. N. Co., July 14, at 4 p.m.

London, via Suez Canal, *Glengyle* (s), Goss, Matheson & Co., About July 14.

London, via Suez Canal, *Opacok* (s), J. C. Jacques, Arrived, Karberg & Co., About July 20.

Manila, via Suez Canal, *Formosa* (s), Messageries Maritimes, Quick dispatch.

Manila, via Suez Canal, *Volga* (s), P. & O. S. N. Co., Quick dispatch.

Nagasaki, Kobe and Yokohama, *Teheran* (s), P. & O. S. N. Co., July 13, at 4 p.m.

New York, *Antoinette*, Siamson & Co., Quick dispatch.

San Francisco, via Yokohama, *Gaelic* (s), O. & O. S. S. Co., July 12, at 3 p.m.

San Francisco, via Yokohama, *City of New York* (s), Pacific Mail S. S. Co., July 12, at 3 p.m.

San Francisco, via Yokohama, *Great Admiral*, Siamson & Co., Quick dispatch.

San Francisco, via Yokohama, *E. J. Spence*, Siamson & Co., Quick dispatch.

Shanghai, *Billy Simpson*, Siamson & Co., Quick dispatch.

Shanghai, *F. Schulz*, Siamson & Co., Quick dispatch.

Shanghai, *Reverend*, Jardine, Matheson & Co., July 7, at 4 p.m.

Shanghai, *Malwa* (s), P. & O. S. N. Co., Quick dispatch.

Shanghai, *Khedive* (s), P. & O. S. N. Co., Quick dispatch.

Shanghai, *Achilles* (s), Butterfield & Swire, July 7.

Swatow, Amoy and Tamsui, *Formosa* (s), Douglas Larpaik & Co., July 5, at noon.

Swatow, Singapore and Bangkok, *China* (s), P. & O. S. N. Co., July 5, at noon.

Sydney and Melbourne, *Airle* (s), P. & O. S. N. Co., July 5, at noon.

Trieste, *Edith*, P. & O. S. N. Co., July 5, at noon.

Vancouver (B.C.), via Yokohama, *Volga* (s), P. & O. S. N. Co., July 12, at 3 p.m.

Yokohama June 26, Mails and General.

Mails and General.

Baylen Diaz, Norwegian steamer, 1,188, T. Johannessen, Ketchikan June 29, Coal.—ORDER.

Ashtington, British steamer, 809, W. Raynall, Nagasaki June 23, Coal.—STREMS & Co.

Zumbesi, British steamer, 1,564, O. T. Preston, Bombay June 16, and Singapore 29, General.—P. & O. S. N. Co.

Yangtze, British steamer, 814, T. W. Staring, Shanghai June 30, and Amoy July 2, General.—JARDINE, MATHESON & Co.

General Warden, German steamer, 1,819, W. von Schuckmann, Nagasaki July 1, General.—MELCHERS & Co.

DEPARTURES.

July 3.—*Canton*, for Whampoa.

Andon, for Hobei.

Tai-fu, for Bangkok.

Jardine, for Kutchinotai.

Tai-fu, for Nagasaki.

Tai-fu, for Swatow.

Loria, for Swatow and Amoy.

Actis, for Haiphong.

Vela, for Whampoa.

Director, for Singapore.

Caralis, British gunboat, for Nagasaki.

CLEARED.

Ningpo, for Shanghai.

PASSENGERS.

Per Canton, from Swatow, 28 Chinese.

Per Formosa, from Manila, Mr. T. Shalen, Dr. M. D. Hugo, Mr. R. W. Bacon, and 19 Chinese.

Per Formosa, from Tamsui, 5 Chinese.

Per Volga, from Hongkong, from Yokohama, Mr. and Mrs. Rees, L. Abbe P. Roy and Mr. Lormier, from Kobe, Messrs Crawford, Kniffel and Kilmura, from Yokohama, for Saigon, Messrs Lo Bailly, and 7 French Marines; Messrs Tane-guchi, Y. Kuroya, Mr. Collin de Plancy (French Consul), Messrs F. Nuto, K. Okuda and O. From Kohler for Marseilles, Messrs Fujikuni, Takada and Furukawa.

Per Zumbesi, from Singapore, 120 Chinese.

DEPARTURES.

Per Andon, for Hobei, 50 Chinese.

Per Tai-fu, for Bangkok, 1 European, and 15 Chinese.

Per Loria, for Swatow, 171 Chinese.

Per Zumbesi, for Swatow, 10 Chinese.

SHIPPING REPORTS.

The British steamer *Formosa* reports: Left Saigon June 26th, had moderate S.W. wind and fine weather; thence to Cape St. James to Cape Yarela; thence to Paracels light variable winds and squally weather with S. to E. to S.W. wind; On June 30th, in lat. 13° 30' N., long. 109° 40' E. Passed the British ship *Ashtington*, bound south, and wished to be reported all well.

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Mr. L. G. d'Almeida e Castro, third clerk in the Colonial Secretary's Office, has been appointed provisionally first clerk in the Imports and Exports Office, and Mr. Edgar Bruce Shepherd, Librarian of the Supreme Court, second clerk. Consequently on Mr. Castro's transfer from the Colonial Secretary's office the following provisional appointments have been made in the latter—Mr. J. M. Gutierrez, fourth clerk, to be third clerk; Mr. H. G. de Rozario, senior temporary clerk, to be fourth clerk; Mr. J. T. d'Almeida e Castro, junior temporary clerk, to be senior temporary clerk; and A. A. de Costa, junior clerk in the Post Office, to be junior temporary clerk.

On Saturday evening a few of the members of the dissolved 'Fun on the Bristol' company, assisted by some local amateurs, gave a successful performance in the City Hall. The theatre was crowded in every part. The soldiers, who formed a large part of the audience, seemed to act on the principle of 'first come first served,' for they made a rush at the beginning and secured all the seats, and there was consequently a little grumbling on the part of those who had engaged seats. The amateurs were put rather sorely to the test in having to come on the stage along with professional actors, but they acquitted themselves fairly well and the audience, which was not very critical, insisted on an encore to almost every song.

The 'Glorious Fourth' is being celebrated today in an enthusiastic and patriotic manner by the American citizens in Hongkong. As there is no gunboat at present in the harbour no salutes were fired. The S. S. *Gladis*, however, dressed ship and had a gay display of stars and stripes and other flags. At noon a few bombs were fired from her deck, and we believe there will be a pyrotechnic display of an original character at half-past five o'clock to-night, when the ship will likely be ablaze with Japanese fireworks. The *Fun rula* and the 6 or 7 American vessels in the harbour were also gayly decorated. On shore, at the American Consulate and at Messrs Russell & Co.'s, due honour was done to the anniversary both by decorations externally and by generous hospitality inside.

The *Diario de Manila*, of the 25th June, has the following:—The American ship *Mary L. Stone*, consigned to Messrs Stevenson & Co. of this port, which left here a few days ago bound for New York, laden with sugar and hemp belonging to Messrs Smith Bell & Co., was stranded on the Apo reef, to the west of the coast of Mindoro, and she has now 10 feet of water in her hold. The Captain of the vessel arrived here in a boat to get assistance, and the steamer *España* was to leave to-day for the scene of the accident with the object of transhipping the cargo of the *M. L. Stone* and of extricating her from the position she is in.

The *Comercio* of 27th June adds:—The steamer *España* left yesterday, taking on board the Captain and six sailors of the *M. L. Stone*, 40 workmen, 1 Englishman from the firm which consigned the cargo, and another from the Insurance office. The lorches *And* and *Ami* were also taken to tow to lighten the *M. L. Stone*, on board which there were 10,000 piculs sugar and 5,265 bales hemp.

Fire broke out shortly after nine o'clock yesterday evening in a small dwelling house, No. 28 Tank Lane. A woman living in the house, was, it is said, hunting for bugs with a lighted candle, and had in the eagerness of her search allowed the candle to approach too near a bundle of shavings in the cock-loft on the ground floor. The shavings at once blazed up, and the whole house was soon on fire. There was very little to burn in the house, and had there been any water available the fire might have been put out before it extended beyond No. 28. The house however was at such a distance from the Praya that although the Government and Volunteer brigades were quickly on the scene, it was a long time before any water could be pumped up the hill. By the aid of a manual fire engine kept from spreading across the street. It, however, worked itself back to No. 16 Market Street, also a dwelling house. Fortunately there was no wind and the flames were not carried beyond this house. When a good stream of water was got the fire was put out in a few minutes. The houses, we believe, are not insured. The loss cannot be very great, as both these houses were rather miserable tenements.

The Jubilee demonstrations in Shanghai, which were held on Saturday the 25th ult., were considerably interfered with by showery weather. The procession for which elaborate preparations had been made seems to have been a great success. The demonstrations also were on a scale never seen in Shanghai before. The mottoes on the arches appear to have pleased the taste of all. The *N. C. Daily News* says:—

The Chinese mottoes on the triumphal arch, were greatly appreciated by the natives, who recognized that the putting them there was intended as a compliment to them. The translation of the motto on the eastern face, towards the river, is—'She has sat upon the Throne for five decades, and cultivated the good-will of all nations.' The translation of the motto on the western face, towards the Nanking Road, is—'Her graciousness is as the Summer breeze, and her beneficence as the Spring rain.' Mr. E. H. Parker, to whom we are indebted for these particulars, adds that the last sentence appears to be a play upon words, and may mean—'Her grace is as vast as China, Her blessing spread over Shanghai.'

Chun Li Kai, Yeung Loong &c. About two or three hundred servants and coolies were crowded in the outer corridor and seemed to take a lively interest in the proceedings. Copies of the Public Health Bill in Chinese were distributed to these men, and by the avidity with which they seized the copies, it would seem as if there was a great thirst for enlightenment even among the great unwashed of China.

Hon. A. P. MacEwen was also present, having been specially invited to attend. The Chairman in the course of a pretty long and apparently very eloquent speech, said the Bill was very unfavorable to the Chinese, both landlords and tenants. His Excellency the Acting Governor had refused to grant their request for postponement and had declared that the Bill must be read a second time during the first week of July. The unofficial members of the Legislative Council were all opposed to the Bill, but they were outnumbered and overruled by the official members. The Hon. A. P. MacEwen, the Hon. Wong Shing, and Dr. Ho Kai had been round and had taken measurements of the houses had on an average no more than a depth of thirty feet. Now, if from each house they were going to take ten feet for a backyard and such was to have a separate latrine it was pretty plain that the Chinese would be unable to pay the rent which would be required for larger houses, and that would mean the payment of a higher rent. The speaker then went on to refer to the provisions of the Bill, and said that the Chinese should have 300 cubic feet of breathing space, and said that provision meant that more money must be paid for rent than many could possibly earn.

The Bill would really press on the tenant more than the landlord. Dr. Ho Kai was very aware, had made a protest on their behalf, which had been published in all the newspapers. No doubt the new Bill would exact many things which would be for the benefit of the public health, but it could not be accepted in its present form. The whole of the local Chinese newspapers were opposed to the Bill and were favourable to the protest, with the solitary exception of the *Chung Yee Sun*. The editor of that journal, said that the Chinese houses in Canton always had an open backyard, but it was evident that he was ignorant of the peculiar situation of land in this colony. Speaking of the Sanitary Board, he said that he had an inspector of nuisances from Hong Kong, who was to look after the cleanliness of the houses, and he thought the Sanitary Board was unnecessary. The members of that Board had said that cholera was the result of houses in a town being in a filthy condition. He thought that the Chinese houses were not so filthy as the English houses, and that the Chinese were not so filthy as the English people. He thought that the Chinese were not so filthy as the English people, and that the Chinese were not so filthy as the English people.

The *Peking Gazette* contains a report from the Governor of Chihing, who states that the military and naval forces in the province. The troops belonging to Hangchow and that district excelled in marching, volley firing, and in the use of the rifle. They were well drilled, and in rifle practice, they far exceeded the requisite score. In the second class he placed the troops from Shanghai, who performed their evolutions with regularity, showed skill in sword exercises, and obtained the necessary number of marks in their target practice with bow and rifle. The naval forces, when inspected, showed their skill in handling boats, diving and mast climbing. Their firing also was rapid and accurate. The troops were quiet on the matters of discipline, navigation and seamanship and gave satisfactory answers.

A disturbance occurred on the French Concession, Shanghai, in the afternoon of the 26th ult. at the upper end of the French Concession and the police were set on foot to suppress the disturbance. It appears that some boatmen had been keeping up the Dragon festival and were drunk. One of them committed a nuisance and a French policeman tried to arrest him, whereupon he called his friends, and they assaulted the policeman who had to run for his life, and when he got inside the Station, the crowd followed him and dragged him out, but he escaped into a cash shop. Meanwhile a telephone message was sent to the Superintendent of Police who immediately proceeded to the locality with all the available men at his disposal, the result being that three of the rioters were captured. The Police Station stood a regular siege, and the crowd threw stones and broke the windows. The Chinese stockholders in the vicinity hastily closed their shops during the time of the row. About half-past seven a second disturbance took place, by sympathizers with the men who had been looked up. There were more stone-throwing and the police arrested twenty-two men, carrying them and the other three to the Central Station.

THE CHINESE AND THE PUBLIC HEALTH BILL.

It will be remembered that some weeks ago a meeting of Chinese residents was held to consider the Public Health Bill and that at that meeting it was resolved to join the Europeans who had petitioned for the postponement of the measure. The request of the petitioners not having been granted, another meeting was called yesterday with a view of taking steps to formulate objections to the various clauses of the Bill. Mr. Ho Amel presided, and a large number of merchants and others were present, among them being, Hon. Wong Shing, Dr. Ho Kai, Messrs Wai Yek, Li Shing, Chun Li Kai, Koo Hui Tuk, Ho Tim, Woo Lio Yung

It was laid down that the master would be liable if any thief or vagabond stayed, but how could he tell that these who went into the boarding house were good men or bad men? That is not a very easy question to answer. It is a pity that the Chinese are not more careful of their own health. The new Bill would do no good to Chinese health, but if the Government gave them sufficient water they would wash themselves and enjoy better health. The Government said the people were too much crowded together, and the Chinese of the ten and they wanted them to go to the West or to the Eastern district. But before this could happen they must have a tramway and the Praya sea-wall must be made straight. It would be no use compelling them to have 10-foot yards so as to prevent overcrowding. These were some of the clauses to which many objections were taken, but there were many others which were not so important. Mr. MacEwen was present at that meeting by their special invitation in order that he might hear for himself what the opinions of the Chinese were respecting the Bill. They were all agreed as to the unsuitability of the Bill to the present state, and they had decided to make a protest against it and present it to the Government. If their protest was taken notice of they would then get a petition signed by the Chinese residents and then signed by the House of Representatives. They had no fear the British Government would drive them away in the same manner as the Americans were doing with the Chinese. They enjoyed every freedom in this colony. Government had no right to depend upon the Chinese to make it a prosperous and thriving port. He assured all those present that the Committee would do their best for them in protesting against the provisions of the Bill. He then proposed the following resolution:—That this meeting do request Dr. Ho Kai to represent to the Government its various objections to the several clauses of the Public Health Bill, and to suggest such amendments as may be advisable to give effect to such objections.

Mr. Li Shing seconded the resolution. The motion was then put to the meeting and carried by acclamation.

THE SANITARY BOARD.

The following extracts from the minutes of the proceedings of the Sanitary Board at a meeting held on the 7th June are published in the *Gazette*:—

Present:—The Colonial Surgeon, (Acting Chairman); The Acting Registrar General; Major J. P. Mansel, M.L.D.; Hugh McCollum, Esquire, (Secretary); A. B. E. Esquire, (on leave); and Dr. Ho Kai. The minutes of a meeting held on the 10th May, 1887, were read and confirmed. A return of the summonses applied for by the Inspectors of Nuisances during the week ending the 14th, 21st and 28th May, and the 4th June, 1887, was laid on the table by the Secretary. The return showed that 15 cases of nuisance had been instituted, that 15 cases of nuisance had been obtained, and that fines to the amount of \$177.75 had been inflicted.

A return by the Acting Registrar General showing the number of births registered during the month of April, 1887, was laid on the table by the Secretary. A letter from the Honorable the Colonial Secretary, enquiring into the progress of the Bill, was read. Resolved:—That the clear internal space mentioned in clause 81 of the Public Health Bill be ascertained by measuring the total cubic space within the four walls of each story, and then deducting the space occupied by such staircases and passages therein as are partitioned off from floor to ceiling, and also the space occupied by boxes, chests and other articles deposited on the floor, and the space contained within the four walls of the story.

A report by the Secretary, pointing out the danger of conveying infectious corpses from the rural districts to the city, and the desirability of having a small mortuary, the only premises to which the bodies of persons dying suddenly can be deposited, pending investigation being made as to the cause of death, was considered. Resolved:—That such a mortuary be erected at the various outlying cemeteries.

The Secretary reported the steam-launch *Stanley* was handed over to the Board on the 1st instant, and that she had been towed to the wharf by the tug *Wing* and from there to the wharf.

A letter from the Acting Registrar General, reporting that a notice has been served upon the Householders and Tenants of the premises at 10, 11, and 12, Market Street, for the purpose of having the premises cleaned, was read.

The Board then adjourned till 5 p.m. on Tuesday, the 21st of June, 1887.

Read and confirmed, this 28th day of June, 1887.

HUGH MCCOLLUM, Secretary.

THE CANADIAN PACIFIC LINE.

WHAT THE JAPANESE THINK OF IT.

The *Nichi Nichi Shinbun* has an article dealing with the position of Japan relative to the Canadian-Pacific line of steamers. Our contemporary notices the clause as a fact sufficiently demonstrated, that the general tendency of British opinion as far as expressed, is in favor of the establishment of regular through connection with the East by means of the Canadian-Pacific. Some days later, it will be seen, that the Japanese are not less interested in the line than the British. The route from Yokohama to Vancouver is undoubtedly shorter than the line to San Francisco, and will, the *Nichi Nichi* thinks, at no distant day, be government aid or no government aid, a principal route for commercial purposes. If it be decided to keep up regular communication by this line there is no doubt that in point of shortness it will greatly have the advantage over the route to San Francisco. Our contemporary thinks that the Japanese are not less interested in the line than the British. 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The route from Yokohama to Vancouver is undoubtedly shorter than the line to San Francisco, and will, the *Nichi Nichi* thinks, at no distant day, be government aid or no government aid, a principal route for commercial purposes. If it be decided to keep up regular communication by this line there is no doubt that in point of shortness it will greatly have the advantage over the route to San Francisco. Our contemporary thinks that the Japanese are not less interested in the

THE HARBOUR MASTER'S REPORT.

The following report of the Harbour Master for the year 1886 is published in the Gazette.

Harbour Department, Hongkong, 10th February, 1887.

Sir,—I have the honour to forward the annual returns for the department for the year ending 31st December, 1886.

2.—Under this heading, in arrivals, there is an increase on the previous year of 879 steamships and 727,855 tons; and in junks there is a decrease of 703 vessels with 44,354 tons.

3.—The total number of arrivals in the colony in 1886 was 27,222 vessels and 6,324,154 tons, or at the rate of about 74.6 vessels, averaging about 232 tons each, per diem compared as follows: 10.8 steamers; 0.8 sailing vessels; and 83.0 junks. This does not include the traffic between Victoria and the outlying villages, nor that conducted in steam-launches.

4.—Of the nationalities of the various vessels there is an increase of 11 Austrian, 491 British, 109 Chinese (European built), 37 Danish, 37 French, 184 German, 13 Italian 17 Norwegian, and a decrease of 53 American and 21 Spanish vessels.

5.—Of the 4,251 European built vessels that arrived in 1886, 111 were American, 23 Austrian, 2,982 British, 142 Chinese, 55 Danish, 38 Dutch, 123 French, 170 German, 22 Norwegian, 33 Spanish, and other nationalities in smaller numbers. It will thus be observed that vessels under the British flag absorbed 70 per cent of the whole.

6.—Of the countries with which this enormous trade is conducted, that with China and Formosa is the greatest, being 24,355 vessels and 3,929,000 tons, or an increase of 277,007 tons in British bottoms, an increase of 168,389 tons in foreign bottoms, excluding junks, but a decrease of 12,355 tons in junks. In British and foreign vessels there is an increase of 11,400 tons in British bottoms, and 23,265 tons in foreign bottoms. In arrivals from the Continent of Europe the trade is about the same in British vessels, while there is an increase of 37 vessels and 61,310 tons in foreign ships. From Great Britain there is an increase of 12 vessels and 19,180 tons in British vessels, and no difference in the arrivals of foreign vessels from that country.

7.—The following table shows the number and class of vessels arrived in Hongkong in 1886—1887.

Years. Steam- Tons. Sailing Tons. Junks. Tons.

1886. 1,004 1,022,001 314 21,109 22,127,222

1887. 1,003 1,022,001 314 21,109 22,127,222

Decrease, 879 727,855 703 44,354

8.—These returns do not give more information than the number of vessels and their registered tonnage, whether with cargo or in ballast, as the actual trade with the colony is unknown.

9.—Whether it is inadvisable that an Import and Export Office, similar to the one at Singapore, should be established at this Port is a question that the Chamber of Commerce might be desired to consider. Such an Office would require quarters to be built, and a staff of proper Officers to perform the duties. It is a question of expense and whether such a Department, if created, would be to the advantage of the mercantile community. It certainly would make known what have hitherto been in ignorance of.

10.—The junk trade for the year, excluding that with villages, shows a decrease of 703 vessels and 44,354 tons. From the Coast of China and Formosa it is 436 vessels and 2,355 tons, and from Macao 217 vessels and 31,999 tons. The trade in junks with Canton, which was what in July of last year, consisted of the additional taxation of imports and exports; but the trade is gradually returning to its former condition. The trade with Macao also dropped at the same time consequent on the Chinese Government increasing taxes on cargo that place in junks, and the trade has improved but very little since, nothing but rice and coals being now conveyed in junks from Hongkong to that Settlement. This taxation has led to increased steam communication between Hongkong, Canton and Macao.

11.—There is an increase of 7,965 emigrants to various places during the year, the British Settlements showing an increase of 11,136, while there is a decrease of 3,854 Chinese to San Francisco, 2,600 Chinese left for various places in the Australian Colonies showing an increase of 343 on the previous year.

12.—Nine vessels were registered during the year, and eight certificates of registry were cancelled.

13.—Eighty-eight cases were heard in the Marine Magistrate's Court during the year.

EXAMINATIONS FOR THE POSTS OF MASTERS, FIRST AND SECOND CLASS, UNDER SECTION 15 OF ORDINANCE NO. 8 OF 1870.

14.—The following table will show the number of candidates who passed, and who failed in obtaining certificates of competency.

GRADE. PASSED. FAILED.

Masters, 6 13

First Mates, 17 6

Only Mates, 1 2

Second Mates, 5 3

20 24

First Class Engineers, 11 1

Second Class Engineers, 20 4

31 5

MARINE COURT UNDER SECTION 13 OF ORDINANCE NO. 8 OF 1870.

15.—The following Court have been held during the year:—

1.—On the 10th February, 1887.—Inquiry as to the loss of the British steamship *Douglas*, Official No. 8,388 of Hongkong, on the White Rocks on the 11th February, 1886. The Master's (Matthew Young) certificate of competency was suspended for 12 months.

2.—On the 10th March, 1887.—Inquiry as to the striking of the British steamship *Thames*, Official No. 8,809 of Glasgow, on the South-west point of the Looe Looe Pass, on the 2nd March, 1886. The Master's (William Arthur Stenon) certificate of competency was returned to him.

3.—On the 24th March, 1887.—Inquiry as to the loss of the British barque *Editha*, Official No. 4,782 of Newcastle, N.S.W., on the reef around Ngau Island, Caroline Group, on the 21st December, 1884. There was not sufficient evidence before the court to enable them to apportion any blame for this casualty. A court of inquiry was also held at Sydney on the arrival of the Master, Second Mate and two of the Crew at that Port.

4.—On the 1st April, 1887.—Inquiry as to the loss of the British steamship *Broomfield*, Official No. 7,674 of London, on the White Rocks, on the 17th March, 1886. The Master's (Wil-

liam Edwin Pope) certificate of competency was suspended for three months.

5.—On the 16th April, 1887.—Inquiry as to the stranding of the British steamship *Peonia*, Official No. 6,388 of Glasgow, on Laski Reef off Cape Tannab, near Kobe, on the 26th March 1886. The Master's (William Edwin Lawrence) certificate of competency was returned to him.

6.—On the 12th July, 1886.—Inquiry as to the stranding of the British steamship *Compton*, Official No. 77,080 of London, on the South-west side of the Island of Balabac in the Palawan Passage, on the 12th June, 1886. The Master's (Matthew Bryce Walker) certificate of competency was returned to him.

7.—On the 30th August, 1886.—Inquiry as to the loss of the British steamship *Madras*, Official No. 70,626 of London, on a rock in the Bay within the West side of the Tui Chow Islands, on the 15th August, 1886. In the absence of the Master (Henry Plouffe) who was washed overboard and drowned, and the Chief Mate's injuries having incapacitated him from performing his duties, there was not sufficiently good evidence to enable the Court to arrive at a satisfactory conclusion as to the exact position of the rock on which the *Madras* struck, nor are the courses the ship is said to have been steered very reliable.

8.—On the 14th October, 1886.—Inquiry as to the stranding of the British steamship *Dufin*, Official No. 62,501 of Sunderland, on the South Bank, Hainan Straits, China, on the 12th May, 1886. The Master's (James Meow) certificate of competency was returned to him.

9.—On the 25th November, 1886.—Inquiry as to the stranding of the British steamship *Geographical*, Official No. 81,047 of London, on a reef running from Sau Si Point in the Gulf of Tonquin, on the 2nd November, 1886. The Master's (Thomas Abraham Thomas) certificate of competency was returned to him.

10.—In the latter case, the Court recommended that the attention of the Chinese Government be called to the way in which lights and marks in the Hainan Straits, which has led to the stranding of several vessels.

11.—8,589 seamen were shipped at the Shipping Office during the year, and 9,220 discharged.

12.—I am glad to see that provision is made in the Estimates for this year for the construction of a long wanted Jetty of the Office, and I trust there will be no delay in building it. The present slipway answered very well when nothing but gigs were used, but it is only at certain times of the tide that steam launch can get in to land people, and the boats not unfrequently touch the ground to the injury of their keels and bottoms.

13.—Provision has also been made for making Hongkong a Harbour Master's Station under Section 33 of Ordinance No. 1879. Great inconvenience is felt by the owners and masters of boats frequenting that place, in having to go to Victoria or Yau-tai to report their arrivals and obtain their papers. This Station will, I hope, be ready at present as only a few visits to Hongkong daily, but this is attended with much loss of time, expense and inconvenience.—I have the honour to be, Sir, your most obedient servant.

H. C. THOMSON, R.N., Harbour Master, &c.

The Honourable F. Stewart, LL.D. Acting Colonial Secretary.

MAILS.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS.

MASSILLON, AND PORTS OF BRAZIL, AND LA PLATA; LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 7th of July, 1887, at 3 p.m., the Company's S.S. *FRANCOIS*, Commandant LARIVIERE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 6th July, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, June 24, 1887. 1202

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 7th day of July, 1887, at 3 p.m., the Company's S.S. *BRUNSWICK*, Captain SCHMIDT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MEYERSON & Co., Agents.

Hongkong, June 11, 1887. 1105

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, &c.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GALICIA* will be dispatched for San Francisco, via Yokohama, on TUESDAY, the 12th July, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent from Return Fare; if re-embarking within one year, an allowance of 10 per cent will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Circulars for passengers to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, June 22, 1887. 1185

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, &c.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *JAPANTA*, 2,533 Tons Register, Capt. Comander, will be dispatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on TUESDAY, the 12th July, at 3 p.m.

Will be followed by S.S. *ALYSSINIA*, on the 20th July, and S.S. *PARTHA*, on the 19th August.

These steamers, formerly in the CANADIAN Service, lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed on the American Continent, and specially adapted for Summer travelling.

Consular invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. E. Howey, District Freight Agent, Vancouver, B.C., and sent to us.

Freight will be received on board until 4 p.m. on the 11th July.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, June 28, 1887. 1229

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be dispatched for San Francisco, via Yokohama, on SATURDAY, the 23rd July, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent from Return Fare; if re-embarking within one year, an allowance of 10 per cent will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing.

Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, June 30, 1887. 1230

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reproduced from *The China Mail*, WITH AN APPENDIX.

THIS PAMPHLET is now ready, and may be had at the OFFICE of this PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH, and Mr. W. B. BROWN.

Price, 50 Cents.

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received at the SAILOR'S HOME, West Point.

Hongkong, July 25, 1878.

Merchant Vessels in Hongkong Harbour.

Exclusive of the Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore, and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gun Works. 2. From Gun Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P.O. & Co.'s Office. 5. From P.O. & Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to Kowloon Wharves. 10. From Kowloon Wharves to Peddar's Wharf. 11. Jardine's Wharf.

Vessel's Name. Captain. Flag and Rig. Tons. Date of Arrival. Consignees or Agents. Destination. Remarks.

Steamers. Airho. 4 c. Ellis. Brit. str. 1492. June 12. Russell & Co. Sydney, &c. To-morrow.

Antonio. 1211. June 29. Russell & Co. Nagasaki. 6th inst.

Ashington. 8 h. Reynolds. Brit. str. 300. July 4. Siemens & Co. For sale 7th inst.

Racava. 8 c. Price. Brit. str. 1587. June 27. Adamson, Bell & Co. 7th inst.

Bijah. 5 c. Price. Brit. str. 1587. June 27. Adamson, Bell & Co. 7th inst.

Beagle. 5 c. Price. Brit. str. 1587. June 27. Adamson, Bell & Co. 7th inst.

Gasterthun. 5 c. Price. Brit. str. 1587. June 27. Adamson, Bell & Co. 7th inst.

China. 1093. June 29. Siemens & Co. Swatow & Bangkok. Ab'deen Dock.

China. 648. June 29. Siemens & Co. 6th inst.

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